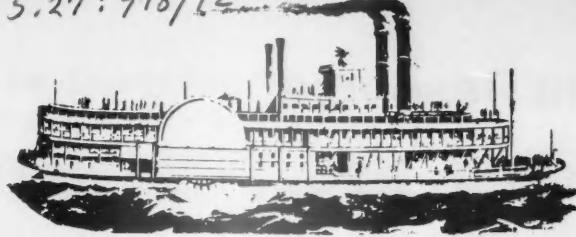
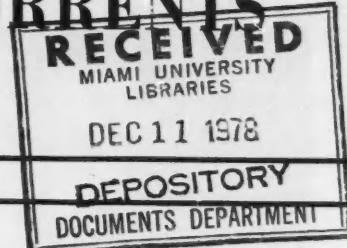


TD 5.27: 978/12



SECOND COAST GUARD DISTRICT-DECEMBER 1978

RIVER CURRENTS



Cold Can Kill!

Boating Affairs has a warning to deck-hands about working in colder weather: Hypothermia (exposure) is a very real threat to any one working outside if they don't dress for the weather, especially if the person should become wet. Hypothermia causes the body's inner (core) temperature to cool below normal. Ordinarily, the body has enough heat to keep the core temperature constant, but excessive exposure to cold weather, or cold water (under 70° F) can cause the body to lose heat faster than it can be replaced. When this happens, the first reaction of the body is violent shivering. If the heat loss continues, the victim will appear drunk or drugged, and have poor coordination. Hypothermia is insidious; it creeps up on the victim. The victim may be hypothermic and not know it. If this happens, the danger to himself and others increases, especially if the victim is operating machinery such as a hoist, etc. The victim will be unconcerned and sluggish. If he is working on a barge, the chances of his falling overboard increase tremendously. If you recognize any of these symptoms in someone you are working with, make him go below immediately. In next month's issue we will discuss treatment of hypothermia victims.

Story by PA3 Michael A. Waller

CO Memphis MSO “Boss of the Year”



HOFELICH **GREGG** **COLLIE**

CDR L.N. Gregg, Jr., commander of MSO Louisville, is presented with a trophy for "Boss of the Year" by Ms. Maureen Collie, vice-president of the "Bluegrass" chapter of the Business Women's Association (Right). Rita B. Hofelich, (Left) Chief Clerk at MSO Louisville, nominated CDR Gregg for the award. Her nomination read, in part: "My reasons for wanting CDR Gregg to be "Boss of the Year" are numerous, but a few of the most

important ones include: He is a gentleman, in every meaning of the word. He is not only a boss but a friend to all his crew from the top officers to the lowest person on the totem pole. He is generous, helpful, and fair in office or personal problems. CDR Gregg is a man who is respected by all personnel."

Advancements

November:

M. HARGREAVES
J. CANFIELD

December

MKCS	W. J. VANHORN	RUITOFF Cincinnati
MKC	D. SAENZ	RUITOFF St. Louis
RDC	N. J. EVANS	Stationkeeper Kansas City
SK1	B. ULLMER	Stationkeeper Pittsburgh
SK1	S. BANDY	O'CCGDTWO(4)

PEOPLE Are Our Most Important Resource!



ETCM Jeffrey C. Thomas, Command Enlisted Advisor

ETCM Thomas has served in the Coast Guard for 18 continuous years. He has been stationed aboard high endurance cutters, LORAN stations, Coast Guard Headquarters, a Group, and the Coast Guard Yard. Master Chief Thomas has also served as CEA for a major Group, CG Base, two 95' WPBs, a 65' SLI, LORAN station and an isolated Light Station. Prior to becoming the Second District's CEA he was stationed at Base Ketchikan, Alaska, where he was awarded the Coast Guard Achievement Medal for his performance of duties.



SK2 Amber C. Cobb, Human Relations Counselor

SK2 Cobb enlisted in the Coast Guard in May 9, 1974. His assignments have included the Coast Guard Cutter ALERT in Cape May, NJ; and Adak LORAN, Alaska. His most recent assignment was in the 12th Coast Guard District. He comes to the 2nd District having completed the Race Relations Institute Course at Patrick Air Force Base, Fl.



AD2 John E. Faulkner, Drug Education Specialist

AD2 Faulkner has been a member of the Coast Guard for six years. He also served with the U.S. Marine Corps where he did reconnaissance work. AD2 Faulkner has been stationed at the Elizabeth City, NC, Kodiak, Alaska, and Mobile, Ala. Air Stations.

The Return of SRB

The Selective Reenlistment Bonus is again being paid. According to ALDIST 255/78, legislative authority to pay the bonus was restored Oct. 20. Persons who reenlisted between Oct. 1

and Oct. 19 are "advised that a determination as to whether or not this law is retroactive to Oct. 1 is pending and will be promulgated in a subsequent ALDIST."

The Human Relations Office exists to serve every Coast Guardsman. Existing and potential situations affecting morale, welfare, or the well being of enlisted personnel are the special areas in which the Command Enlisted Advisor, Human Relations Counselor and the Drug Education Specialist are particularly concerned.

The Command Enlisted Advisor (CEA) is an intermediate communication link between the District Commander or a Commanding Officer and the enlisted personnel under them. The CEA not only recommends action to correct problems but also serves as an added resource for informing and guiding enlisted persons in the areas of benefits, incentives, welfare, and Coast Guard policy.

The Human Relations Counselor (HRC) is a specialist in the area of discrimination. Whenever an individual feels he is being discriminated against because of race, creed,

color, sex, or national origin, the HRC is available for counseling. The counseling procedure in these cases is also the first step to be taken in any official action against discrimination.

The Drug Education Specialist deals with the education of drug related problems and the counseling of individuals who are concerned that they or a member of their family have such problems.

Each of these individuals is concerned about the feelings of the people he deals with. He is there to counsel, to help, and to recommend, not to condemn. Feel free to write or telephone any one of them. You may use FTS phone lines to call these counselor toll free.

For more information, call: CEA AND HRC-FTS 279-5019 or 314-425-5019. For DES: FTS 279-4663 or 314-425-4663 commercial.

2nd District Flag Football Schedule

Personnel at the 2nd District office in St. Louis have organized a flag football team. According to YN2 Bob Woolsey, team manager/coach, the members of the team are bearing all the expenses of playing, including entry fees and uniform purchase. The team includes: YN3 Roger Boswell, Linebacker and Offense & Defense guard; LTJG Tom Conlan, quarterback, linebacker, kicker; YN3 Fred Dalrymple, halfback, defensive halfback, punt and kickoff returner; SK3 Ed Davidson, Offense & Defense guard, fullback; SN Ivan Morning, tight end, defensive guard; Bill Robertson, (civilian), center, defensive guard; YN2 Bill Rhoades, tight end, wide receiver, linebacker; LCDR James Robinson, wide receiver, linebacker; SK3 Mike Munniza, tight end, linebacker; YN3 Bill Lee, center, linebacker, and defensive guard; YN2 Mike Whisler, full back, defensive half back; YN2 Bob Woolsey, coach, linebacker, quarterback; SP5 John Bray, linebacker, wide receiver; PA3 Mike Waller, wide receiver, linebacker; SK3 Jim Sutton, halfback, fullback, linebacker.

So far this season, the team has a 2-win 1-loss record. The team still has games on its schedule: Dec. 2 at 12:30 pm; Dec. 9 at 2:30 p.m.; Dec. 16 at 2:30 p.m. All games are played at the Granite City Army Depot football field.



Coast Guardsmen scramble for loose ball in 2nd District Flag Football game.



SNYD Joseph Tucker blocks a pass during a 2nd District Flag Football game.



The Defense waits for their turn.

Group Missouri River Football: "Red Machine"

Story by SA Patrick A. Gebel of CGC SCITO

"Although the team's record is one win and six losses, the Big Red Machine is full of talent and speed. A few breaks in favor of the team could have enabled them to win a couple of close games. Officials are dependable

with the yellow flag, and several judgement calls have seriously hurt the Machine in the five of six games lost by eight points or less. The 245th Engineers of Fort Leavenworth have joined up to give more offensive punch

and help shore-up a weak outside linebacking unit. With a little luck and time the Big Red Machine of Group Missouri River should win more games."



Photo by: SN Richard Muller

Group Missouri River's Red Machine defense makes the tackle.

Roster of Group Missouri River's Football Team

#Rate	Player's	Name	Position
10	MK2	B. Winn	D.E.
12	HM2	D. Focht	Q.B.
13	YN2	R. Nordling	F.S.
14	RM3	G. Kooper	H.B.+L.O.S.
18	SN	P. Priebe	R.O.S.
20	MK3	C. Fraysier	L.T.
24	FA	A. McDaniel	N.G.
26	SN	D. Martin	M.L.B.
29	SA	P. Gebel	C.D.E.

Rivers Spell Relief S-U-M-A-C

(Editor's note: the author of this piece spent five months aboard the seagoing buoy tender CGC MADRONA). Story and Photos by PA3 D.H. Post

"Now test the ship's alarms and whistles, all hands disregard, disregard."

"Wilbur, shut off the mooring lights, will you?"

All this sounds familiar enough to anyone who has sailed aboard a Coast Guard Cutter, but a Hooligan who had only sailed aboard the sea-going buoy tenders wouldn't even recognize the controls aboard the 114' buoy tender, CGC SUMAC.

Instead of a wheel, the SUMAC has two sets of large, switch-like levers to control the cutter's two sets of rudders. One set of rudders is mounted in front of the propellers, and one behind. This gives the SUMAC greater maneuverability when backing, according to BMC Vern Williams.

Another thing that would startle a veteran of salt water tenders is the amount of sheer muscle power that comes into play, working the river buoys. Aboard a 180-foot buoy tender, much of the work of dragging chain or positioning buoys is done by the huge boom that is the dominant feature of the seagoing tenders. Aboard SUMAC, human muscles are required to send the buoy over the side.

The buoys aren't light, either. Each buoy weighs 600 pounds. The sinkers that hold them in place weigh two thousand pounds. The hardest part of the work may be its endless nature. A sea-going buoy tender might not visit one of its aids-to-navigation for weeks, even months. But a river tender must make its appointed rounds at least once a week, and sometimes more often, depending on the weather.

"We guarantee nine feet of water under the buoys, so every time it rains we've got to go out and move 'em around," one SUMAC crewman said. "If it's dry for a long time, and the

river goes down, we've got to allow for that, too."



SUMAC's deck force raises a sunken buoy.

Buoy tending isn't all the river tenders do. Last winter SUMAC was in Peoria, Ill. to break ice.

"I saw my wife on the week-ends", shrugged SN Clay Huggett, a member of the SUMAC deck force. "That is, if I didn't have duty."

The SUMAC stands duty one day in three. That means they never have a full week-end off.

"Something you should remember is: this is the relief boat for the 2nd District. We could go anywhere on these rivers to work someone else's buoys while another tender was laid up for repairs or something. SUMAC doesn't have an augmented crew either. Aboard other tenders in the District, not every man makes every trip. With us, the only way to get out of a trip is to take leave" BM1 John Petersohn explained.

The crew of the SUMAC often works from sun-up to sun-down, but there are routine patrols, and long stretches of river with nothing to do but watch the shoreline roll by. Most of the crew members are extremely proficient at rock skipping, which idles away the time between buoys.

When we did put a buoy over the side, another difference is noticeable: buoys on the rivers are secured to their sinkers by steel cable instead of chain. The cable seemed lighter and easier to handle than chain.

Watching SUMAC's crew at work was deceptive. They made everything

look easy. The whole crew worked together with a minimum of direction. BM3 Rich Keane, who was in charge of the deck force this trip, seldom had to speak. BMC Williams directed the whole buoy tending operation by loudspeaker from the bridge, (SUMAC's CO, CW04 G.A. Matheson, was on leave, so Chief Williams had to pilot the ship.) A typical direction from BMC Williams was: "Okay, this next one is going to be on the black side." The crew would respond like one person, a buoy tending superman with one head and ten arms, and the job would be finished without another word from either of the supervisors of the task.

This contrast with the supervision required on a seagoing buoy tender, where the crew is watched over by a BMC, BM1, BM3, and in most cases, a CWO. Ocean-going buoy tending is a little more complicated in some ways, positioning of the buoy being hyper-critical, but that doesn't detract from the precision teamwork shown by SUMAC's crew.

Another thing that was hard to grasp was SUMAC's size and power. The ship seemed lower than a 180-foot buoy tender somehow, but with her barge, SUMAC is nearly twice as long, 250-feet. According to LTJC T.F. Conlan of 2nd District's Aids to Navigation Branch, the 2250-horsepower SUMAC is one of the most powerful buoy tenders the Coast Guard has. Her three diesel engines (Linda, Dolly, and Olivia, according to their "name tags") can drive the ship at 11 knots.

Crew members of both kinds of buoy tenders seem to have at least one thing in common: they both complain about the lack of recreational facilities, despite a relatively new "lounge" on the SUMAC.

"If you're married and have somewhere to go after work, it's okay," SUMAC crewmen confided. "But if you don't have a car and you're single, you may as well hang it up. There isn't much to do."

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